

INTIMATION

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A. S. WATSON & CO., LIMITED,
HONGKONG AND CHINA.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 16TH, 1913.

Mr. Bowley draws attention in a letter which is published in another column to the way in which recent legislation in the Colony is more and more restricting the liberty which has been the proud boast of the British subject, and taints the average British resident with his apathy in regard to such matters. It must be confessed that a perusal of the Bill "to provide for the registration and supervision of certain schools," which was introduced at the last Council meeting, and comes up for second reading to-morrow, fully warrants Mr. Bowley's declaration that the Government is seeking to gain its objects by most autocratic and inquisitorial legislation. There can be no question that this is a drastic Ordinance, and our first complaint is that the Government has given the community no reasons why so drastic a measure is deemed necessary. It is true that there is a long statement under the caption "Objects and Reasons," appended to the Bill, but while the objects are enumerated at unusual length, the reasons are entirely omitted. We can only guess at the reasons after making independent inquiries on the subject, and we imagine that a frank statement of the reasons at to-morrow's meeting of the Council will do much to remove from the public mind the disagreeable impression which a perusal of Mr. Bowley's letter creates. It is notorious that since the Revolution many so-called "schools" have

sprung up in the Colony which are merely schools of sedition and immorality, and presumably the Government has come to the conclusion that nothing short of this "sledge-hammer legislation," as Mr. Bowley calls it, will meet the case. If this is so, it is desirable that the reasons for the measure should be fully stated in Council, so that it may be put on record that the Ordinance was never intended to be exercised to the detriment of educational establishments in the manner Mr. Bowley's letter shows to be possible under the Ordinance as it stands. It happened that we had just commenced to write upon this subject when Mr. Bowley's letter reached us yesterday afternoon. We have not been able to learn that any apprehension exists among school managers regarding the new measure: so far as we have been able to gather, it is welcomed rather than resented by Chinese educationalists, though we have not found that due consideration has been given to the dangers of the automatic rule which the Bill sets up. Mr. Bowley has well emphasised these perils, and in suggesting that the powers which the Bill vests in the Registrar of Schools should be vested instead in a Board of educational experts or enthusiasts, he has anticipated a suggestion which it had occurred to ourselves to offer. We are not a little dismayed to learn that it has been deemed desirable to abolish the Chinese Vernacular Educational Board which Sir Frederick Lugard instituted only two years ago, after consultation with the Chinese Members of Council and many of the leading Chinese gentlemen, with the Registrar-General and the Director of Education. It was Sir Frederick Lugard's hope that the Chinese would take the matter of primary vernacular education into their own hands as a new form of civic usefulness, assured of Government co-operation and financial assistance, but unhampered by red tape and unnecessary control and interference. Sir Frederick Lugard said he had great hopes of this scheme if it were allowed to develop on natural lines of evolution in its own way. Has it failed so signally that it is necessary to abolish the Board before it has been in existence two years? And who has suggested the abolition of a School Board which had the approval of the Director of Education and the leading Chinese but two short years ago? A little more light on this new Ordinance is obviously desirable, and we hope it may be shed when the Bill comes up for second reading to-morrow.

The typhoon was reported yesterday from Manila to be near or over southern Luzon moving W.N.W.

The Manila "Fourth of July" Committee finds itself with nearly 6,000 pesos in hand after settling the accounts.

It is notified that Mr. D. E. Clark was admitted as a partner in the firm of John D. Humphreys & Son on the 1st inst.

The largest amount of sugar in the history of the Philippines since the American occupation was exported during the fiscal year 1913 just closed, namely, 213,340 tons valued at P. 19,993,080.

His Excellency Major-General Anderson C.B. was entertained at dinner at the Hongkong Hotel last night by the Officers of the Garrison, including the Volunteer officers. His Excellency the Governor was among those present.

The Rev. Bro. Christian, Director of St. Joseph's College, is leaving the Colony for New York on Friday, by the *Siberia*. A farewell dinner is being given by the students and staff of the College this evening, at which His Lordship Bishop Pozzoni will preside. To-morrow evening the past and present pupils will present an address and souvenir.

HONGKONG LEGISLATIVE COUNCIL.

The following are the "Orders of the day" at to-morrow's meeting of the Legislative Council:
First reading of a Bill entitled "An Ordinance to amend the Legal Practitioners Ordinance, 1871."
First reading of a Bill entitled "An Ordinance to provide for the regulation of Wireless Telegraphy."
First reading of a Bill entitled "An Ordinance to amend the Arms and Ammunition Ordinance, 1900."
First reading of a Bill entitled "An Ordinance to give effect to the change in the name and style of the office heretofore known as that of the Registrar General."
Second reading of the Bill entitled "An Ordinance to amend the New Territories Regulation Ordinance, 1910."
Second reading of the Bill entitled "An Ordinance to amend the Tramway Ordinance, 1912."
Second reading of the Bill entitled "An Ordinance to extend the provisions of the Steam Launch (Protection against Piracy) Ordinance, 1900, to certain classes of steamers."
Second reading of the Bill entitled "An Ordinance to provide for the registration and supervision of certain schools."
Second reading of the Bill entitled "An Ordinance to amend the Companies Ordinance, 1911."

IN A LIVING TOMB.

EXTRAORDINARY DISCOVERY AT BAY VIEW.

An extraordinary discovery, bordering on the miraculous, was made by the police at Bay View yesterday. Some grass cutters who were working on the hillside about 500 yards above the Bay View Police Station were mystified and alarmed to hear the sound of a man's voice ascending from a pile of granite boulders, and after making sure that they were not dreaming, hastened to the Bay View Police Station to report this remarkable occurrence.

European police were soon on the spot, and being less prone to believe in the supernatural, made a closer inspection. They heard the man's voice, and saw his legs and arms through fissures in the rock. They also observed that he was in a reclining position, and that it was impossible for him to rise. Investigation proved that he was in a low rock-bound cavity, and although search was made throughout the day no exit could be found, the widest opening in the rock being of a width of not more than six inches.

The entombed man is a Northern Chinese of middle age and medium build. It was some time before anyone could be found who spoke his dialect, but an interpreter was eventually forthcoming and questioned him as to how he got into his unenviable prison. The victim, however, was uncommunicative. To all inquiries he invariably answered "The devil put me here." Beyond this remark he was dumb. With the fatalistic tendency of his race, however, he appeared resigned and satisfied. In fact, he seemed to be quite cheerful for a man who might be regarded as "in the balance weighed," for not even the engineers of the Public Works Department were able to discover a way to release him from his living tomb.

The discovery was promptly reported to Police Headquarters, and later in the day Mr. C. McI. Messer, the Captain Superintendent, Mr. P. P. J. Wodehouse, the Deputy Superintendent, and other officers visited the scene. They were followed by engineers from the Public Works Department and a number of Artillerymen who were requisitioned for excavation purposes. Excavation work, however, was found to be impracticable, and all the ingenuity of the P.W.D. engineers was not sufficient to discover a way to release the entombed man by other means than blasting. Below him are probably hundreds of feet of granite. Above him the same rock is at least five feet thick, and of the few cracks in it the widest, as previously mentioned, is not more than six inches.

How long the man has been there is not known, and unless he speaks, how he got there will probably never be known. When found he was not hungry, as was indicated by his returning biscuits which were thrown to him, and remarking that "the devil was feeding him." Thirst would not trouble him, as a small stream of water trickled down near his head. Seeing that he is in a reclining position, and cannot move more than his arms and legs, it is possible that he has been discovered and fed by a countryman, but on this head the inquiries of the police have been fruitless.

The story became widely known yesterday, and hundreds of people, both Chinese and foreign, visited the scene. All came away puzzled and wondering. Europeans admitted that they had never heard of anything stranger in the realm of romance, and quite a number of Chinese expressed the opinion that the unfortunate man had been placed in this more hopeless than Chillon prison by the fan kwei, (foreign devil).

To-day the Police Authorities will complete their investigations, and will probably decide whether they will take the long risk of blasting to release the man, with the chance of a jury verdict of "death by misadventure."

ROYAL HONGKONG GOLF CLUB.

FANLING COMPETITIONS, JUNE, 1913.

ROBERTSON CUP.	
*Mr. C. H. Tyrrell	100-18 52
*Mr. J. Owen Hughes	102-20 82
*Mr. G. N. Orme	101-18 83
Mr. W. D. Kraft	89-5 84
Mr. N. L. Smith	96-7 89
Mr. R. F. Hall	106-16 90

41 entries.

Tie to play off.

RUNNING POOL.	
Captain Spicer	89-8 81
Mr. C. H. Tyrrell	100-18 82
Mr. G. N. Orme	101-18 83
Mr. R. O. Hutchison	84-0 84
Mr. W. D. Kraft	89-5 84
Mr. A. C. E. Elborough	94-10 84
Rev. Foster Pegg	85-0 85
Mr. J. Owen Hughes	106-20 86
Mr. Milner Jones	96-9 87
Mr. N. L. Smith	96-7 89
Mr. R. F. Hall	106-16 90
Mr. G. R. Sayer	106-16 90
Mr. P. P. J. Wodehouse	116-24 92

118 entries.

CORRESPONDENCE.

THE LAND INVESTMENT AND AGENCY CO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

DEAR SIR.—On Monday last the Secretary of the Land Investment Agency Co., Ltd. (presumably by "direction" of the Board, though he does not say so), sent you a letter addressed to Mr. Gershom Stewart for publication. In that letter the following statement is made, "the dividend of 7 per cent. which has been regularly paid during recent years is equivalent to 9.33 on the investment of \$75 per share received from shareholders." This is a mis-statement. The shareholders put up \$100 per share, not \$75, inasmuch as \$25 per share was realised by premium on new issue. The return, therefore, is 7 per cent. on money received from shareholders, not 9.33 per cent.—Yours truly,

SHAREHOLDER.

THE LIBERTY OF THE BRITISH SUBJECT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR,—I have been surprised to see no comments in the Press on the manner in which the Liberty of the British Subject in this Colony is being more and more restricted by a Government which, whilst no doubt actuated by the most laudable intentions, seeks to gain its objects by most autocratic and inquisitorial legislation.

In November, 1911, the Societies Order-nance was passed which forbids any ten British Subjects associating together, whether for social, religious, educational or any other purposes, without the permission of the Registrar-General, an officer whose duties used to be limited to the Protection of Chinese.

Now it appears from the Education and Companies Bills, read a first time last week, and which may become law on Thursday next, that the Government seeks to interfere further with the liberty of the British Subject.

Under the Education Bill an officer to be called the Registrar of Schools is empowered to close any existing school, and to prevent the opening of any new school at his own sweet will. Who this Registrar is to be there is nothing in the Ordinance to show; he may be a postman or an excise officer, a Chinese or an inhabitant of Timbuctoo!

And the word "school" is not limited to its ordinary meaning; it includes any ten persons habitually assembled together for instruction, irrespective of their age, sex or nationality.

Furthermore, under this drastic Ordinance the Governor-in-Council is empowered to interfere in the internal management and discipline of any "school," and even to prohibit the use of any book in any "school," and the Registrar of Schools may visit any "school" at any time during school hours.

It is true there is an appeal from the Registrar of Schools to the Governor-in-Council, but that is merely an appeal from a servant to his employer.

I think three Members of the Executive Council constitute a quorum, and His Excellency, although perhaps obliged to consult his Council (which may consist of officials only), is not in any way bound to follow their advice.

There is no provision in the Education Bill giving the appellant any right of audience on his appeal, or an opportunity of hearing the arguments of the other side. The appellate tribunal sits *in camera* and may decide *ex parte* on the fate of any school or as to the use of any book.

Whilst the Colony has every confidence in the integrity and impartiality of its present energetic Viceroy, is not this too much power to entrust to any one man?

Unfortunately His Excellency cannot always be with us, holding the helm, and Hongkong has not always been so fortunate in her Governors.

Imagine a ritualistic or atheistic Acting Governor, or a creature of Lloyd George in charge of local affairs.

He might close all the denominational schools unless they chanced to follow his own particular sect; or he might close all the undenominational schools; he might prohibit the reading of the Bible, or of the "Descent of Man," or place Shakespeare's Works in the *Inter Expurgatarum*.

St. Stephen's College, St. Joseph's College, the Ellis Kadoorie School, nay, even the University, are not exempted from this sweeping enactment, and woe betide them if they fall foul of the powers that be!

There is no such law in England—no school whether for children or adults is subject to control unless it receives a grant of public money; and if the latter be the case the control is exercised by the

local educational council (a representative body) or the Board of Education; and the latter is controlled by the Imperial Parliament.

It is no doubt most desirable to prevent the teaching of sedition or immorality, but surely there are other means available than this sledge-hammer legislation.

This Colony is remarkably strong in educational experts and enthusiasts, and it must be possible to form a Board or Council of these gentlemen (and ladies, too) whose knowledge and experience would be invaluable in promoting the cause of sound education.

It is to be hoped that the managers of the schools will bestir themselves speedily, or they may find next Thursday evening that the guillotine has fallen, and that their fate is at the mercy of the Registrar of Schools!

The Companies Bill also, which contains many admirable provisions (most of which, however, appear to be statements of the law as it stands, for surely in an English Colony the English language is the only one in official use), shows another specimen of this sledge-hammer legislation in section 16, which directs the Registrar of Companies to make a list of persons who are in his opinion qualified to perform the duties of auditors, and empowers the Registrar to add or remove names to or from this list.

There is no indication as to the qualifications required for inclusion in this list, nor is it necessary that the Registrar of Companies should have any qualifications for exercising his discretion in depriving an auditor of his right to earn his daily bread. The office of Registrar may at any moment be entrusted to an ex-schoolmaster or an ex-land officer: he is not required by law to have had any knowledge whatever of accounts or business methods.

Are the Auditors of this Colony willing to deliver themselves up bound hand and foot to this irresponsible officer? or would they prefer that a Board of Selection should be appointed as in the case of the Medical Profession, and the Authorised Architects?—*Verbum Sap. Suff.*

From another point of view, should not the British Subjects in Hongkong take steps to protect that liberty which is the proudest boast of our nation?

We admire the steps taken by the Government to deal with and control unruly and undesirable aliens, but why should we be less free here than our countrymen at Home in choosing our books and teaching our children and the youth of the Colony, or carrying out our lawful avocations?

In England the Dramatic Censor has been declared an anachronism; shall we have a Literary Censor here?

But the average British Subject in this Colony cares for none of these things so long as the Government does not choose his food or drink for him, and assists him to his week-end golf by a grant of \$11,000, whilst withholding the promised \$2,000 from the sweltering would-be bathers who have no steam-launches or golf clubs.—Yours faithfully,

F. B. L. BOWLEY.

KING'S BIRTHDAY HOLIDAY.

Among the correspondence sent for publication by the Chamber of Commerce yesterday are the following letters:—
Letter to the Government.

Hongkong, 22nd May, 1913.

SIR,—I have the honour to inform you that the Exchange Banks, being of opinion that Monday, the 2nd June, would be much more suitable as a holiday and would interfere less with business than Tuesday, the 3rd June (King's Birthday), have requested this Chamber to suggest the alteration to the Government.

My Committee entirely agree with the Banks, and, believing the change of date to be in the interests of the business Community, trust the suggestion will have the approval of His Excellency the Governor.—I have the honour to be, your obedient servant,

(Signed) A. R. LOWE.

Acting Secretary.

The Honourable,

The Colonial Secretary.

Letter from the Government.

Hongkong, 23rd May, 1913.

SIR,—In reply to your letter of the 22nd instant, I am directed to state for the information of the Chamber of Commerce Committee that His Excellency regrets his inability to comply with the request of the Exchange Banks in regard to the alteration of date, inasmuch as it is His Majesty the King's express wish that his birthday should be celebrated on the actual date of the anniversary.

This information was published in Gazette Notification No. 69 of the 24th March, 1911.—I am, Sir, your obedient servant,

(Signed) A. M. THOMSON,

Colonial Secretary.

The Secretary,
Chamber of Commerce, Hongkong.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

CAUSES OF THE BULGARIAN DOWNFALL.

LONDON, July 15th.

Both Greece and Serbia seem to be hardening their hearts against any treating with Bulgaria except upon the battlefield.

The causes of the Bulgarian collapse are much discussed. It is ascribed primarily to a contempt for the enemy, a disbelief in the capacity of the Greeks and Servians for vigorous aggression,

divided councils, an excess of untrained troops, and a scarcity of officers.

It remains to be seen whether the plans attributed in Constantinople to the Turkish Government of re-taking possession of Thrace, thus thrusting Bulgaria back to her old frontier, will be carried out. Bulgaria at the present time is incapable of offering serious resistance.

GREEK JOURNALIST'S SENSATIONAL ALLEGATIONS.

SALONIKA, July 15th.

A Greek journalist sends sensational accounts of the Bulgarian proceedings at Serres. He reports that the Bulgarians pillaged the whole town before burning it, not even sparing the Austrian Consulate, despite representations by the Consul who wore his official uniform. The Austrian Consul's wife's jewels were stolen, and the Italian Consulate only escaped through the Consul paying a ransom.

TURKISH TROOPS MAKE FORCED MARCHES.

A Constantinople message states that the armies at Chatalja and Bulair are advancing by forced marches, and that troops have already reached Chortiunopos.

The Turkish Embassy emphatically contradicts the reported intention to go to Adrianople, or anywhere beyond the Enos-Midia line.

MILITARY ACTIVITY IN TURKEY.

Great military activity is seen in Constantinople, and there are constant arrivals of troops, artillery, and provision convoys from Asia Minor.

BULGARIANS EVACUATE RODOSTO.

The Bulgarians have evacuated Rodosto, devastating villages on the route of their retreat.

THE ROUMANIAN ADVANCE.

The Roumanians have already occupied Dobrich and Baltehek to the eastward, and are reported to be at Kustcheek and Korabia upon the Danube.

GREEK AND SERBIAN INTENTIONS.

It appears certain that the Greeks and Servians intend to make Bulgarian excesses an important factor in the ultimate settlement.

Semi-official statements declare that they cannot allow Serbian and Greek subjects to be again exposed to the tender mercies of any Bulgarian administration whatever.

This points to a considerable enlargement of the Greco-Serbian aspirations for territory.

GREEK AND SERBIAN MINISTERS TO CONFER.

M. Venizelos has gone to Nish (Serbia) to confer with M. Pasic.

LULL IN FIGHTING.

Apparently there is a lull in the fighting in the Balkans. The only report of hostilities comes from Belgrade, and mentions slight skirmishing yesterday.

SIR EDWARD GREY'S OPINION.

In the House of Commons a Radical member, Mr. Mason, urged Sir Edward Grey to attempt mediation and suggest an armistice in the Balkans.

Sir Edward Grey, in reply, said that mere words would not affect the war, and characterised such passion as appalling. The risks to the belligerents made it impossible for the Concert of Europe could forcibly impose peace as a whole, and the best prospect was that the war was no exhausting and horrible that it would not last long. And no complications which might arise to endanger the Concert of Europe could lead to consequences more disastrous than anything that had yet occurred. There was every prospect of the Powers remaining in touch, and he hoped that Turkey would not advance beyond the point she announced.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

NOTICE.

MR. DOUGLAS EDWARD CLARK was admitted as a Partner in our Firm on 1st July last.
JOHN D. HUMPHREYS & SON.
Hongkong, 15th July, 1913. [884]

WANTED.

BOARD and RESIDENCE in Kowloon District for one Gentleman, from 1st of September. Good food special consideration. Apply to—
Care of "Daily Press" Office.
Hongkong, 16th July, 1913. [885]

S.S. "AMAZONE."
COMPAGNIE DES MESSEGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc" and "Sidon" from Havre ex s.s. "Sidon" and from Bordeaux ex s.s. "Ville de Constantin" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 21st inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th inst. or they will not be recognized. All damaged packages will be examined on the 21st inst. at 10 A.M.

No Fire Insurance has been effected.
S. C. de BUSSIERRE,
Acting Agent.
Hongkong, 14th July, 1913. [82]

WANTED.

YOUNG GERMAN, from Tsingtau, wishes position.
Address—
Care of "Daily Press" Office.
Hongkong, 15th July, 1913. [883]

NOTICE.

I HAVE This Day REMOVED my Office to No. 6, DES VUEX ROAD CENTRAL (First Floor), where I shall continue to carry on Business under the Firm name of GOLDING & RUSS (仕德及玲露高), CHARLES ANDREW SUTHERTON, being without liability in respect of my said Business, but having authority to Sign the Firm name of GOLDING & RUSS.

PHILIP W. GOLDING,
Solicitor.
Hongkong, 14th July, 1913. [877]

NOTICE.

IT IS HEREBY NOTIFIED that Applications are invited for the Vacant Posts of TWO PROBATIONER NURSES in the CIVIL MEDICAL DEPARTMENT. Applications must be in the Handwriting of the Candidates accompanied by Certificates of Character, and be forwarded to the Undersigned. For full particulars please apply to the Matron at the Civil Hospital.
J. H. JOHNSON,
Principal Civil Medical Officer.
Hongkong, 10th July, 1913. [867]

NOTICE OF DIVIDEND.

IN THE MATTER OF THE COMPANIES ORDINANCE OF HONGKONG 1862 TO 1886.

AND
IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that, pursuant to an Order of the Supreme Court made on the 2nd day of July, 1913, a FOURTH DIVIDEND of \$10 per centum has been Declared in this Matter, and that the same may be received at the Office of the above-named Company, No. 25, Des Vaux Road Central (2nd Floor), on the 21st day of July, 1913, or on any subsequent date between the hours of 10 A.M. and 4 P.M. except on Saturdays up to 1 P.M.

LAU CHU PAK,
Official Liquidator.
Hongkong, 15th July, 1913. [882]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

THE "STAR" FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, TO-DAY (WEDNESDAY), the 16th July, 1913, at 12.30 o'clock in the afternoon, when the subjoined Resolutions will be proposed:—

1. That the Capital of the Company be increased from \$300,000 to \$400,000 by the creation of 10,000 new Shares of \$10 each.

2. That the Directors be and they are hereby authorised to distribute \$100,000 from the Reserve Fund amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of Shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.

3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete three old Shares held by him on which all calls have been paid and such new Share being (subject to the above condition as to fractions) equal in nominal amount to the bonus payable to him for every complete three old Shares held by him under the last preceding clause and that the nominal amount of such new Share be paid to the Company on or before such date as the Directors shall appoint, such new Share to participate in the First Dividend Declared after the issue thereof pari-passu with the existing Shares.

4. That the offer of the new Shares as referred to in Resolution (3) must be accepted on or before such date as the Directors shall appoint.

5. That no Shareholder shall be entitled to an offer of any fraction of a new Share in respect of an odd share held by him.

6. That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such terms and conditions and at such times as the Directors may appoint and of any surplus new Shares to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order,
W. S. BROWN,
Acting Secretary.
Hongkong, 1st July, 1913. [843]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE NOTICE GIVEN by circular under date the 30th day of June, 1913, convening an Extraordinary General Meeting of the China and Manila Steamship Co., Ltd., for Saturday the 12th day of July, 1913, at 11 o'clock in the forenoon, IS HEREBY CANCELLED.

SHEWAN, TOMES & CO.,
General Managers,
China and Manila Steamship Co., Ltd.
Dated this 10th day of July, 1913.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA AND MANILA STEAMSHIP CO., LTD., will be held at the Office of the General Managers at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on THURSDAY, the 24th day of July, 1913, at 11 o'clock in the forenoon, when the subjoined Resolution will be proposed:—

"That the CHINA AND MANILA STEAMSHIP CO., LTD., hereby authorises and requests 'P. C. BARNES, Esq., as its proxy in 'Maine to vote for it and on its behalf 'at the next Meeting of the PHILIPPINE STEAMSHIP CO., in favour of passing the Report and Audited Accounts of that Company for the year ending the 31st December, 1912; and particularly in 'favour of treating the freights and 'passage monies collected by the late 'Comptroller and unaccounted for by him, 'amounting (less commission) to \$75,224.11, 'as a loss to that Company to be written 'off the said Accounts accordingly."

SHEWAN, TOMES & CO.,
General Managers,
China and Manila Steamship Co., Ltd.
Dated this 10th day of July, 1913. [870]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School House by the sea. Recreations—Sea Bathing, Boating, Croquet, Football, etc. For terms apply to the Headmaster.

HERBERT L. BEER, L.C.P.
1085

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers. Correspondence and Tabulated Work turned out with Accuracy and despatch. Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 1st June, 1913. [772]

INTIMATIONS

LANE, CRAWFORD & CO.

TELEPHONE 97.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES.—Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—
WING ON CO.
SINCERE CO.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
SUN CO.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.
AND OTHER LEADING GROCERS.

Other well-known Biscuits such as Maria, Petit Bateau, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA: MacEWEN, FRICKEL & Co., HONGKONG AND CANTON.

TO LET

TO LET.
(From 1st July, 1913.)
NO. 2, MOUNTAIN VIEW, THE PEAK.
Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [780]

TO LET.

TO LET.
SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
No. 36, CAINE ROAD.
Apply to—
M. J. D. STEPHENS.
Hongkong, 4th July, 1913. [772]

TO LET.

TO LET.
NO. 153, PRAYA EAST, GODOWN.
"RANFURLY," No. 11, Conduit Road.
No. 29, WONG-NEI CHONG ROAD.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 16th July, 1913. [65]

TO LET.

TO LET.
NO. 21, SHELLEY STREET.
No. 59, THE PEAK, 6, CAMERON VILLAS, Mount Kaitai.
One GODOWN, Daddell Street.
Furnished, "KIRKENDALL," No. 113, THE PEAK, till 30th September. Immediate possession.

"CRAIG RYRIE," No. 4, The Peak, 8 ROOMS, Tennis and Croquet Lawns; Fine Situation.
"MERION," No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS. Cheap rental.
To Let or For Sale, "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.
For Sale, "LADBROOKE," No. 9, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.
For Sale, "HARLING and ROGATE," on part of Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 3rd July, 1913. [64]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.
ALSO
NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 12th May, 1913. [663]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS per Share for the Six Months ending 30th June will be Payable on MONDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 19th July, to MONDAY, the 28th July (both days inclusive), during which period no transfer of Shares can be Registered.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1913. [873]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June will be Payable on MONDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 19th July, to MONDAY, the 28th July (both days inclusive), during which period no transfer of Shares can be Registered.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.,
General Agents for the
WEST POINT BUILDING COMPANY, LTD.
Hongkong, 11th July, 1913. [874]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd July, to the 5th August, 1913, both days inclusive. By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 8th July, 1913. [860]

THE BEST THAT MONEY CAN BUY

CAPONS AND CHICKENS

Our House Fed cannot be excelled.

They are pronounced to be:

THE BEST IN THE EAST.

THE DAIRY FARM CO., LTD.

[28]

BANKS

HONGKONG SAVINGS BANK.

THE Bank—the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.
PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
PROFITABLE ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133]

NEDERLANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.
Authorized Capital FL 15,000,000 (£1,250,000)
Paid up Capital FL 14,905,350 (£1,242,112)
Reserve Fund FL 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS' DOUGLASS BANK,
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.
G. VERHEY, Manager,
No. 3, Des Vaux Road Central
Hongkong, 23rd April, 1913. [21]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 18,000,000

HEAD OFFICE—YOKOHAMA
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Nagasaki, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [443]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE.

3, Des Vaux Road.
Interest allowed on Current Accounts. Deposits received on terms which may be obtained on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... £1,125,000
Paid-up ... £625,000
Reserve Fund ... £415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [378]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000
equal \$1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

9, Queen's Road, Hongkong, 2nd November, 1912. [220]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £75,000,000
RESERVE FUNDS—
STERLING ... £15,000,000 at 2½—£15,000,000
SILVER ... £17,200,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq., Chairman.
Hon. Mr. D. LANDALE, Deputy Chairman.
G. Friedland, Esq., W. L. Pakenham, Esq., C. S. Gubbay, Esq., J. A. Plummer, Esq., P. H. Holyoake, Esq., Hon. Mr. E. Shilling, G. R. Laurence, Esq., H. A. Sieck, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Chief Manager.
Hongkong, 8th May, 1913. [18]



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**Beware of
IMITATIONS.**

SOLE AGENTS IN HONGKONG,
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

MASSAGE

SKILLFUL Safety in the General or
Electric.

MISS MORITA,
Care of NIMURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. 1632

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *China*, carrying the
American mails, sailed from Yokohama
for Hongkong, via Manila on the 10th
July, between 10 a.m. and noon.

The T.K.K. str. *Chippa Maru* arrives at
Yokohama from Honolulu on the 18th
July, and is due in Hongkong via Manila
on the 21st July.

The T.K.K. str. *Nippon Maru* leaves
San Francisco from Honolulu on the 19th
July, and is due here on the 15th August.

THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* left Sydney
for this port (via Queensland ports, Port
Darwin, Timor and Manila) on the 8th
July, and may be expected to arrive here on
or about 28th July.

The N.Y.K. str. *Nikko Maru* (Austra-
lian Line) left Melbourne for this port
via ports on the 2nd July, and is expected
here on the 28th July.

The E. & A. str. *Aldenhurst* left Sydney
on the 29th July, for this port (via
Queensland ports and Manila), and may
be expected to arrive here on the 31st
July.

THE ENGLISH MAIL.

The P. & O. str. *Assaye* left Singapore
for this port on the 12th July, at 10 a.m.,
with the outward English mails, and is
due here on the 17th July, at about 5 a.m.

THE GERMAN MAIL.

The L.G.M. str. *Princess Alice*, carrying
the German mails with dates from Berlin
of the 25th June, left Colombo on the
12th July, and may be expected here on
or about the 23rd July.

NEVERETT STEAMERS.

The N.Y.K. str. *Karin Maru* (Calcutta
Line) left Calcutta for this port on the
16th July, and is expected here on the
18th July.

The N.Y.K. str. *Kawachi Maru* (Bom-
bay Line) left Kobe for this port via Moji
on the 11th July, and is expected here
on the 18th July.

The H.A.L. str. *Silesia* left Singapore
on the 13th July, a.m., and may be
expected here on or about 18th July, a.m.

The Ben Line str. *Benlue*, from
Middlesbrough and London, left Singa-
pore on the 12th July for this port, and
may be expected to arrive here on or about
th 18th July.

The str. *Thongwa*, from Calcutta, left
Singapore on the 13th July, and may be
expected here on or about 15th July, a.m.

The N.Y.K. str. *Sonaki Maru* (Ameri-
can Line) left Seattle for this port via
ports on the 17th June, and is expected
here on the 20th July.

This T.K.K. str. *Ryo Maru* is due to
arrive in Hongkong on the 20th July, and
sails for Japan, Honolulu and South
American ports on the 5th August.

The N.Y.K. str. *Tosa Maru* (Calcutta
Line) left Yokohama for this port via
Kobe and Moji on the 13th July, and is
expected here on the 25th July.

The N.Y.K. str. *Bombay Maru* (Bom-
bay Line) left Bombay for this port via
Calcutta on the 11th July, and is expected
here on the 20th July.

The N.Y.K. str. *Colombo Maru* (Cal-
cutta Line) left Calcutta on the 10th
July, and is expected here on the 20th
July.

The N.Y.K. str. *Shidzuka Maru* (Ameri-
can Line) left Seattle for this port via
ports on the 1st July, and is expected
here on the 3rd August.

The N.Y.K. str. *Togo Maru* (European
Line) left Marseilles for this port via
ports on the 12th July, and is expected
here on the 15th August.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Uisang, from Calcutta, is due in Hong-
kong 28th July.

SHIRE LINE, LIMITED.

Gen of Rathen, from London, is due in
Hongkong 22nd July.

LATEST STEAMER MOVEMENTS

The P.M. str. *Manchuria*, with the
American mail, left Yokohama on the 15th
July for Hongkong via Kobe, Nagasaki
and Manila.

THE MAGISTRACY.

A certain young European constable,
who shall be nameless, for obvious reasons,
commenced his evidence in a case yester-
day by observing that "he was on patrol
on the Prairie East." There is a
suspicion of the Wild West about that.

CONTEMPT OF COURT.

During the hearing of a case before Mr.
F. A. Hazeland a Chinese was noticed
to be enjoying a quiet smoke at the back
of the Court. The Magistrate commanded
that he should be placed in the dock,
and soon afterwards another was caught
smoking. He, too, was conveyed, all un-
willingly, to the side of his fellow
offender, and told to stand up against the
wall at the back of the dock. After
remaining in this position for some time,
his Worship allowed them to go.

**OBSTRUCTING TRAMWAY LINES AT WEST
POINT.**

Many charges of obstruction against
Chinese at West Point have been brought
recently, and it would seem that the
desired effect has been accomplished at
last. Inspector Dymond told the Magis-
trate (Mr. Hazeland) that this particular
offence was getting less common now. If
the men who propelled the heavy trucks
only remembered that other traffic had to
go past, the police would work with them.
The merchants employed only two or
three coolies to push as many tons, and
the consequence of this undermanning
was that they got held up in the tram
lines. Until something was done to
regulate this the police would never
thoroughly get over the difficulty. His
Worship—it will never be done unless the
laws are altered.

WASTE OF WATER—EXEMPLARY FINE.

Much has been heard of late of the
manner in which the Chinese set at
defiance the orders of the police, and a
case in point was related yesterday to
Mr. Hazeland. It would seem that an
Indian constable observed a tap at No.
187, Connaught Road West, running very
freely. He promptly spoke to the person
responsible about the matter, but the
latter refused to turn the water off, say-
ing "Maskee. We buy the water from the
Government." The constable stopped the
flow from the tap, and Inspector
Dymond appeared on the scene, and had
the man arrested. The Inspector said the
water was supplied by meter, but they
had only to pay for what they consumed
over a certain amount. The charge for
surplus consumption was merely nominal,
being only about 30 or 40 cents for a
thousand gallons, and was for the pur-
pose of making the Chinese a little
careful. Defendant was fined \$25, or in
default one month's imprisonment.

**MOTOR DRIVERS SUMMONED BY THE CHIEF
JUSTICE.**

The drivers of motor-cars Nos. 9 and 12
were charged at the Magistracy yester-
day, before Mr. C. D. Melbourne, at the
instance of the Chief Justice (Sir Wm.
Rees Davies, K.C.), with recklessly
driving to the danger of the public near
Aberdeen at 6.30 p.m. on the 6th July.
Mr. J. H. Gardiner appeared for the
defence. From the evidence of the Chief
Justice, it appeared that whilst he
and Lady Rees Davies were riding
along Jubilee Road from West Point to
Aberdeen a car was heard approaching
near two dangerous corners. The horses
were stopped till the car came round a
corner rapidly, and approached to within
a few yards. The pace was put by Sir
William at approximately 30 miles an
hour. A second car followed closely after
this one. Neither of the drivers sounded
their horns, and for that reason he con-
sidered it his duty to take out a summons
against them. The horses which they were
riding were not Chinese. They were well
trained, and accustomed to motor-cars.
Had the horses been timid, the rate at
which the first car was going must have
been attended with serious results. Mr.
Gardiner submitted there was no evidence
against the defendants sufficient to con-
vict them. The driver of No. 9 said he did
not sound his horn for fear of frightening
the animals. As soon as he saw them,
he slowed down. The first man was fined
\$20, having two previous convictions
against him, and the other was fined \$5.

**OPIUM AND LIQUORS IN THE
STRAITS SETTLEMENTS.**

WORKING OF THE GOVERNMENT MONOPOLIES.

The report on the working of the Mono-
polies Department of the Straits Settle-
ments for the year 1912 shows that
the net revenue from opium, that is to
say, the difference between gross
receipts from sale of chandu and the
cost of opium, was \$6,323,562.51 or
nearly 21 millions of dollars in excess of
the estimate. The explanation of this
large surplus is of course to be found in
the favourable terms on which we ob-
tained our opium, and it is due to Messrs.
Guthrie & Co., our opium buying agents,
in which they served the Government con-
tributed in no small measure to the above
satisfactory result.

The liquor revenue collected was also
much in excess of the estimate, the figures
being:—Liquor revenue (actual)
\$1,461,202.98, liquor revenue (estimated)
\$1,225,600, excess over estimate \$235,602.98.

**WM. POWELL,
LTD.**

TELEPHONE 346.

BOOK MUSLINS
SPOTS AND FIGURES.

**MADRAS
MUSLINS**

WITH
WOVEN COLOURED
FIGURES.

CURTAINS

PLAIN
BOOK
MUSLINS

FRILLINGS
AND
LACE EDGINGS
BY THE YARD.

**MADRAS
MUSLINS**

FRILLED, LACE EDGED, SCOLLOPED,
WHITE AND EORU.

BOVRIL

by virtue of its body-
building power fortifies
the system against the
attacks of illness.

By Appointment to



His Majesty the King.

**THE JUBILEE OF THE
EMPEROR WILLIAM.**

OFFICIAL CELEBRATIONS IN
BERLIN.

ABSTENTION OF THE SOCIALISTS.

[FROM "THE TIMES" CORRESPONDENT.]

BERLIN, June 15th.

The principal celebrations in honour of
the 25th anniversary of the Emperor
William's Accession will take place to-
morrow. To-day has been mainly
devoted to the memory of the Emperor
Frederick. The Emperor William and
the German Empress, and all the members
of the Prussian Royal Family, including
Prince and Princess Ernest Augustus of
Brunswick, attended divine service this
morning in the Garrison Church at Potsdam.
The ladies wore mourning.
After the service the Royal party visited
the Mausoleum and laid wreaths upon the
tombs of the Emperor and Empress
Frederick. Their Majesties then returned
to the Neues Palais, and received the
survivors of the 2nd Company of the 1st
Regiment of Footguards, which the
Emperor William commanded as Crown
Prince. The Emperor delivered a short
address to the company and had long
conversations with the men, who were
afterwards entertained at dinner in the
restaurant which adjoins Frederick the
Great's famous mill. In Berlin special
services were held in the Garrison
Church, and an open-air service was held
on the Tempelhofer Feld for the League
of Veterans, the Voluntary Ambulance
Corps, and the Red Cross Societies. An
altar was erected in the middle of the
field and nearly 25,000 men were on
parade. The whole body marched past
the Emperor's representative, General
von Lindequist.

The streets of Berlin, thanks to the
return of fine and warm weather, have
been filled yesterday and to-day with
enormous crowds, and the Emperor and
the members of his family have had a
most enthusiastic reception whenever they
have appeared. The street decorations,
which are the main attraction for the
crowds, are certainly worth going some-
way to see. In order that there might be
some uniformity of plan and limitation
of patriotic energy, they have been con-
centrated for the most part in Unter den
Linden, the Königgrätzer Strasse, Leip-
ziger Strasse, and Friedrich Strasse. The
result is tremendous. On either side of
the Pariser Platz lofty plaster columns
have been erected and surmounted with
golden figures of winged Victory.
Between the columns stand pedestals on
which are inscribed extracts from "My
Emperor's speeches, such as, "My
strength belongs to the world and to the
Fatherland"; "Our future lies upon the
water"; "Berlin will yet be the
most beautiful city in the world." All
the lamp posts down the Linden as far
as the statue of Frederick the Great have
been encased in red and yellow boardings,
painted with eagles, and crowned with
golden pastboard crowns, while flags
have been stretched across the open spaces.
Everywhere the prevailing colours are
pink, and a black and white chessboard
pattern have been courageously added to
the colour scheme. Most of the public
buildings bear festoons of evergreens,



DINNEFORD'S

The Physician's Cure for
Gout, Rheumatic Gout
and Gravel.

Safest and most Effective
Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

MAGNESIA



artificial flowers and enormous flags. A
magnificent triumphal arch has been
erected at the end of the Leipziger Strasse,
in the Potsdamer Platz. The whole effect
is not so unsuccessful as many unkind
pens declare, but it is the wrong time of
year to enter into such violent competition
with the natural beauties of the place.

So far as it is possible to review the
vast array of Jubilee articles and Jubilee
speeches, German comment seems to be
more than usually fair and well balanced.
A few writers indulge in "excesses of
adulation, and a few others in excesses of
pessimism, but, on the whole, there is,
together with frankness about the present
situation, a just appreciation of the
services rendered by the Emperor to his
country. Only the Socialists hold entirely
aloof from the whole celebration, absent-
ing themselves from the Jubilee sitting of
the Reichstag and all other ceremonies,
and publishing contemptuous articles in
their newspaper. Inasmuch as the
Socialists constitute politically at least
one-third of the German Empire, their
gloomy abstention from the feast cannot
be ignored and is not forgotten. But at
the least itself there are no skeletons.
During the past five years, in which the
Emperor, wise by experience, has pretty
steadfastly avoided unnecessary appear-
ances in public affairs, people have for-
gotten most of the old sources of irrita-
tion and anxiety, and he is probably better
understood and better loved than at any
previous time during his reign.

TRIBUTES IN PARLIAMENT.

The Presidents of the Reichstag and of
the Lower House of the Prussian Diet
made appropriate speeches yesterday. As
already observed, the great block of
Socialist benches in the Reichstag were
empty. On the dais there was an impos-
ing array of Imperial and Prussian

JUST ARRIVED!

**A NEW
CONSIGNMENT**

**VICTOR
RECORDS**

BY THE

"EMPRESS OF RUSSIA."

EXCLUSIVE DISTRIBUTORS:

S. Moutrie & Co., Ltd.

NOTICES TO CONSIGNEES:

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LENNOX"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES OF Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of Holt's Wharf at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 21st inst. will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 11th
prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 21st inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, 14th July, 1913. [879]

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

Arrived Hongkong on 11th July, 1913.
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo are hereby informed
that their Goods are being landed at their
risk into the Godowns of Holt's Wharf at
Kowloon, whence and/or from the wharves
delivery may be obtained as the Goods are landed.

Optional Cargo will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared within 8 days including
date of arrival will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's surveyors, Messrs. GODDARD
and DOUGLAS, at 10 a.m. on MONDAYS
and THURSDAYS. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent

Hongkong, 11th July, 1913.

AMERICAN AND MANHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANSAS."

Captain R. Linklater, having arrived from
the above Port, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Thursday, the 17th inst., at
10 a.m.

All Claims must be presented within FIFTEEN
Days of the Steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst. will be subject
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th July, 1913. [864]

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH,
LONDON AND SINGAPORE.

THE Steamship

"GLENROY."

Captain H. W. L. Holman, having arrived from
the above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on FRIDAY, 18th inst., at 10 a.m.

All Claims must be presented within FIFTEEN
Days of the Steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst. will be subject
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 11th July, 1913. [871]

**NOTHING BETTER FOR THE
SEASON!**

JUST RECEIVED.

**STYLISH BATHING DRESSES and
CAPS.**

**FINEST VOILES, STRIPED, FLOWERS
and FANCY.**

**FINEST MUSLINS, PLAIN and DOTTED.
EMBROIDERED MATERIALS, &c., &c.**

You will find Our Range incomparable for
Quality, Style and Prices.

HOOSAIN-ALI & Co.,
10, D'ARAGUE STREET,
HONGKONG.

Hongkong, 26th June, 1913. [45]

SHIPPING NOTES.

The annual report of the Austrian Lloyd shows net profits of 2,531,763 kronen (as against 3,200,420 kronen for the preceding year). As the ordinary reserve fund requires only an allocation of 270,718 kronen (comparing with 490,807 kronen), owing to the general reserve fund having now reached its statutory maximum, it has been possible to increase the distribution from 6 to 7 per cent.

In connection with the evasion at Daikon and other ports of Kwangtung (the Japanese leased territory) of the import duty imposed upon steamers and vessels purchased from abroad, a certain high official in the Japanese Department of Communications is reported to have expressed to a Tokyo Press representative the view that the affair is a serious one both from financial and political standpoints. The steamers imported from abroad during last year exceeded fifty, and of these only five were imported through the proper channel and paid the duty. Thus upwards of ninety per cent. of the steamers "smuggled" were registered at Daikon for the express purpose of evading the tariff. These smugglers, says the official, declare that in case a law is enacted imposing the duty on steamers registered at Daikon they will register the vessels under the British flag at Hongkong, Singapore, etc. The official quoted expressed his surprise at such a declaration on the part of the Japanese smugglers, and pointed out that the Tokyo Government will shortly open negotiations with the Governor-General's Office of Kwangtung on the subject.

A table appearing in the annual report of the Suez Canal Company shows that the Ellerman Lines were the principal users of the Canal last year, with a tonnage of 1,242,000 and 297 voyages. The Peninsular and Oriental came next with a tonnage of 1,212,000 and 241 voyages. In 1911 the positions were reversed, the P. & O. Company taking first place with a tonnage of 1,205,000, and the Ellerman Lines the second with a tonnage of 1,158,900, but with 286 voyages, as compared with 244 of P. & O. vessels. Alfred Holt & Co. (Ocean and China Mutual Companies) came third on the list with a tonnage of 1,015,000 and 219 voyages. Thus, as regards tonnage, the first three shipping companies last year were British, whilst the next three were German, viz. the Hansa Line, with a tonnage of 880,000 and 320 voyages, the Hamburg-American Line with 695,000 tons and 154 voyages, and the North German Lloyd with 608,000 tons and 105 voyages. All the companies given above recorded increased tonnage. Whereas in 1911 the Messageries Maritimes were fifth with a tonnage of 603,400 and 172 voyages, last year they receded to the seventh position with a tonnage of 553,000, and so yielded place to both the Hamburg-American and the North-German Lloyd, though the number of voyages was greater than either at 104.

Interesting information appears in a White Paper just issued containing returns of shipping and tonnage passing through the Suez Canal for the year 1912, with comparisons for the two previous years. The tables show that there was an increase of 1,550,326 tons in net tonnage as compared with 1911, and an increase of 3,693,222 tons on the total for 1912. Notwithstanding a reduction in the transit dues from 1.7 c.25 to 1.6 c.76, the gross receipts amounted in 1912 to the highest sum ever reached, namely, £1,364,423.831, as against £1,344,762.190 in the previous year. The number of vessels which passed through the canal was 4,533 in 1912, 4,708 in 1911, and 5,273 in 1910, of which 2,738 in 1910, 3,089 in 1911, and 3,335 in 1912 carried the British flag. There was an increase of 1,311,674 tons last year, as compared with 1911, in the tonnage of British vessels, which amounted to 12,847,621 tons in 1912. During the same period the tonnage of German vessels increased from 2,585,749 tons in 1910 and 2,799,963 tons in 1911 to 3,025,415 tons in 1912. The percentage of British vessels and tonnage in 1912 was 62.1 and 63.2 respectively, as compared with 62.3 and 64 in the previous year, and 61.3 and 62.9 in 1910. The percentage of German vessels and their net tonnage was 13.6 and 14.9 respectively, as compared with 13.4 and 15.2 in 1911 and 14 and 15.5 in 1910, while the percentage of net tonnage of the other maritime nations using the Canal last year remained practically stationary, as compared with the preceding year. Out of 4,165 merchant vessels and 15,394,477 tons of net tonnage, 15,394,477 tons of net tonnage, 3,079 ships, passing through the Canal, 3,079 ships, were British, being 73.5 per cent. of the number and 74.8 per cent. of the tonnage. German vessels numbered 417, or 9.9 per cent., whilst Holland, Austria, Hungary, France, Russia, Sweden, Norway, Denmark, and Italy combined furnished a total of 16.6 per cent. of the vessels and 14.4 per cent. of the tonnage. As evidence of the increasing size of modern ships, 45 steamers, exceeding 400 ft. in length and more than 50 ft. in breadth, with a draught of over 26 ft. 6 in., passed through the canal last year. The mean duration of passage for all vessels navigating the canal was 16 hours 18 min. in 1912, as compared with 17 hours 1 min. in the previous year, while the percentage of vessels navigating by night as well as by day amounted to 96.3 per cent. last year, as compared with 93.4 per cent. in 1911. The vessels passing through the canal in 1912 included 65 warships and transports of 126,934 net tonnage, and 1,054 mail steamers of 4,499,151 net tonnage. The number of troops carried through the canal during last year amounted to 73,248, as against 98,555 in 1911, being a decrease of 25,307. The number of civilian passengers amounted to 164,333 last year, as against 144,633, being an increase of 19,700. It appears that the tonnage of coal passing from north to south amounted in 1912 to 997,433 tons, compared with 1,091,233 tons in the previous year. In the traffic from south to north the tonnage of wheat amounted to 1,925,153 tons, as compared with 1,644,000 tons in 1911, the greater portion of which was for the United Kingdom.

SHIP RAIDERS OF THE THAMES.

VALUABLE P. AND O. CARGO "SPIRITED AWAY."

When merchant ships lay in tiers, four abreast, in London river before the docks came, the riverside population used to take tribute to the extent of nearly half a million sterling per annum. There was strong indignation at the idea of handling cargoes in docks built with high walls about and watchmen at the gates. The tribute is nothing like £500,000 to-day. It is comparatively insignificant. But shipowners are regarding the disappearance of cargo from ships in the port so seriously that the detective branch of the P.L.A. police has been completely reorganised, and ex-Chief Inspector Bower, late of Scotland Yard, is now in charge. Minor thefts from craft anchored in the river can be understood. A tug may creep up, with lights hidden, to a raft of coal barges, and help herself. But the bigger thefts seem to be in the enclosed docks, and they are not easy to understand. The Albert Dock, for example, is surrounded by a strong fence, perhaps a dozen feet high, and a mast. Every exit is carefully watched.

£3,000 CARGO LOST.

Yet the P. & O. Company, in a recent case, explained that from one of their steamers £3,000 of cargo was abstracted in one voyage. The hatches were securely fastened down before leaving London, and only on arrival at her destination was the loss discovered. How so much merchandise could be spirited away is a mystery. Recently in Dockland, one shipper told a *Daily News* visitor the story of a consignment of Sheffield ware in three large cases which were carried into a London dock for shipment to Australia. They were signed for by both the dock officials and the shipowners, but were not on the ship when she arrived at Melbourne.

The routine of handling cargo, as explained to the *Daily News* representative, would seem to give this the appearance of art magic. The three large cases were received into the dock warehouse and signed for. They were checked out to the ship's crew, taken up by the ship's mate, and put into the hold. The ship's mate gave his receipt, and the shipowner, on the strength of it, signed the consignment bill of lading—the paper equivalent for the goods. But the consignment was not on board when the liner arrived. Twelve months later the goods were identified in an East End shop.

A WISER BUT Sadder MAN.

Minor robberies in the London docks are of almost daily occurrence. The watchman at the gangway—if one were there at all—would have to stop one man in three who wanted to come aboard, and unless he were a thought reader as well as a sailor any well-chosen fable would be as good as a pass. So the big Scots chief officer of one vessel recently—he was new to the port—was warned of what happened to anything portable about a ship if she were not closely watched. He had just been paid off, too, after a voyage, and was going back to the ship till the next morning. "Well, look the door when you turn in," he was advised. "Awa' wi' ye, when I've got that," said the Scot, turning up his sleeve, and showing an arm of shocking circumference, decorated with red bangles. The policeman on the quay, passing the ship next morning, heard loud wicker cries above. It was the Glasgow mate. He wanted help. He had left his three months' money in his trousers' pockets and had left his cabin door open for air, the weather being what it is. He wanted the policeman to get his trousers. They were flying in the morning wind from a rail aft, with the pockets insolently turned inside out.

RUSSIAN SHIPPING IN THE FAR EAST.

STEADY INCREASE.

Judging from the latest particulars available relating to the shipping trade in Russian Asia, *sa. Fairplay*, it is clear that, notwithstanding the limited scope of its operations, it is steadily increasing. The scanty maritime population of the most part engaged in the coastwise traffic, for which the remuneration is often most miserable. There are only three commercial harbours available all along the coast, namely, Vladivostok, Nicolaievsk, and Petropavlovsk, besides which, in hard winters, navigation is closed altogether for three or four months. Under these circumstances it is not surprising that Russian capitalists have been shy of putting money into shipping in those waters, although vessels under the flag of other nations find regular and often profitable employment in the Chinese and Japanese seas. During the year following the Russo-Japanese war, out of about 1,500,000 tons of shipping entering and leaving Vladivostok Harbour, only about 400,000 tons were under the Russian flag, although the coastwise trade is limited to that flag, the Japanese flag dominated, followed by the German, and the Russian companies having the maritime postal concessions had to charter foreign vessels. In recent years, however, the Russian Government has succeeded, by virtue of substantial subsidies, in building up a mercantile fleet in the Arctic Ocean. The Volunteer Fleet, for example, thanks to the assistance of the State, now possesses a sufficient number of mail steamers, most of them new and up-to-date in quality, the lines worked by this company connect Vladivostok with the Black Sea, with Japan, China, Kamchatka, and the Sea of Okhotsk, and a new line has recently been created, the boats in which run as far as the mouth of the Kalina river. The following sums are received in the shape of annual subsidies by this company:—Vladivostok-Shanghai, 630,000 roubles; to Odessa, 600,000 roubles; to the mouth of the Kalina, 105,000 roubles; to Kamchatka, 510,000 roubles. In addition to all this, the Volunteer Fleet Company has received by way of loan an advance of 1,500,000 roubles for the building of four new mail steamers for the Kamchatka line. The coasting trade is likewise subsidised, and one company engaged in it receives a yearly sum of 75,000 roubles. A further privilege granted is that, for vessels classed with

"Gentlemen, look at this evidence!"

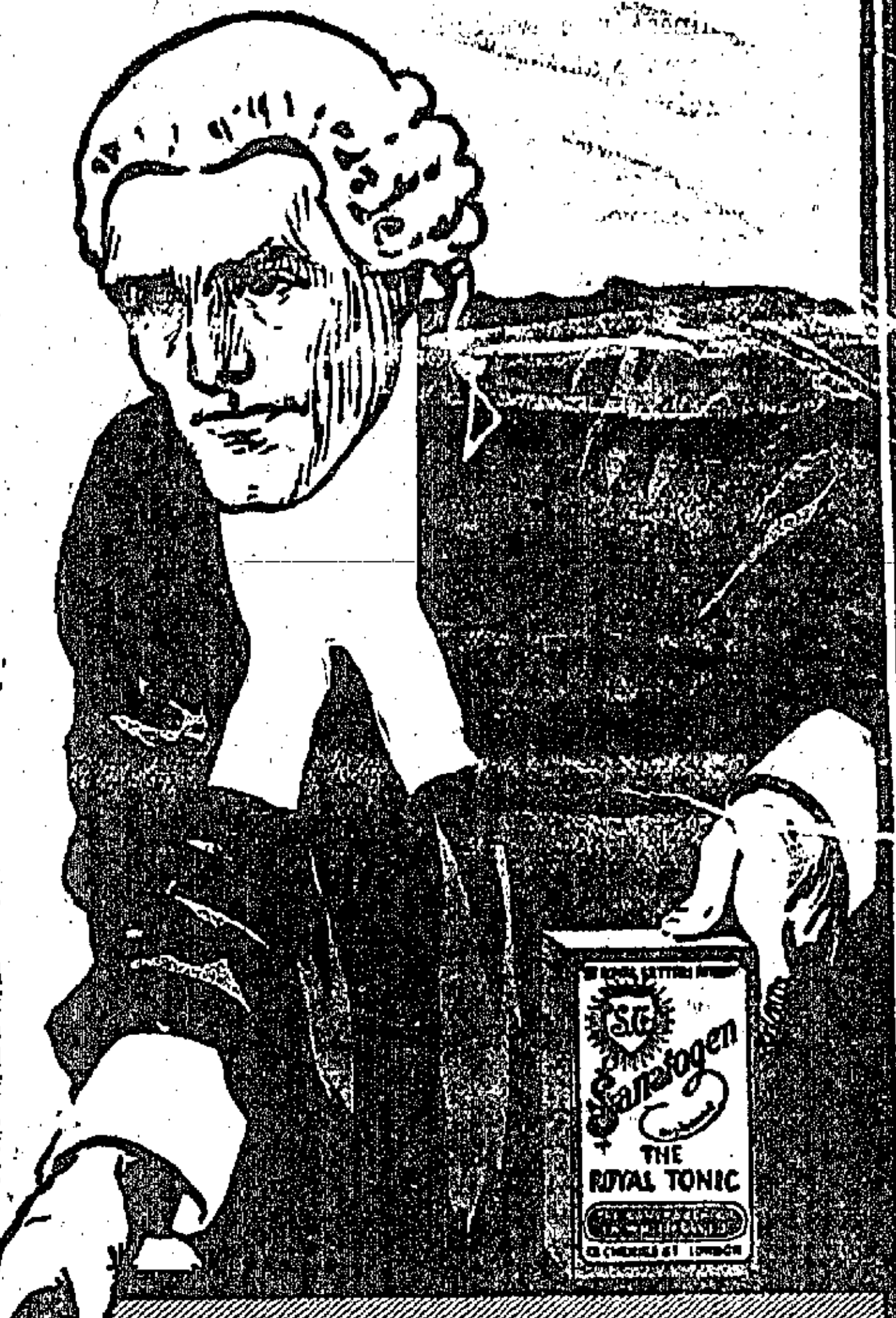
You could not ask for more intelligent and trustworthy witnesses than these well-known people who have come forward of their own free will to testify in public that they have taken Sanatogen—that it did really benefit their health—and that it specially benefited their nerves.

Weigh their evidence well, gentlemen! And remember that I can also produce over 16,000 original letters, signed by responsible practising physicians, who commend Sanatogen because of the excellent results which they have obtained from it in cases of nervous exhaustion, brain-fag, sleeplessness, depression, lassitude, anaemia, digestive disorders, dysentery, and various wasting diseases.

But, gentlemen, I will not ask you to base your final verdict even upon this evidence. I will ask you to give your evidence upon the evidence of your own senses—to let your own bodies tell you whether Sanatogen is a true health-giver.

In one word, gentlemen, I will ask you to **Try Sanatogen Yourself!**

Buy a bottle of Sanatogen to-day; it is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known Medical Author. "This interesting book tells you all about Sanatogen and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulff & Co., 6, Kinkiang Road, Shanghai."



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"Sanatogen is a specially adapted food that has solved the problem of giving pleasure to the system in such a way that the nervous system can take hold of it."

W. S. ...
"I cannot speak too highly of Sanatogen, which not only keeps me up during a sharp attack of fever, but afterwards restores me once more to full vigour."

V. E. ...
"My experience of Sanatogen confirms the medical opinion: there is no finer food than Sanatogen, and it is a most excellent food."

Mr. Marshall Hall, the eminent K.C., M.P., and "Temple Gardens," London, E.C.
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WEATHER REPORT

On the 15th at 12.15 p.m.—Pressure has decreased slightly over China and moderately over Indo-China. A shallow depression still covers the north-west portion of the China Sea.

No returns from Japan.

VESSELS ON THE BERTH

For SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE,"
Captain G. J. Caldwell, will leave for Shanghai
TO-MORROW, the 17th inst., at 5 P.M.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 15th July, 1913.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
LYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
AFRICA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"CHINA,"
Captain C. H. S. Toogood, R.N., carrying His
Majesty's Mail, will be despatched from
this port for HONGKONG, on SATURDAY,
the 19th July, 1913, at NOON, taking
passengers and cargo for the above ports in
connection with the C.O.S.S. "MOLDAVIA,"
from Colombo, passengers' accommodation
on which vessel is secured before departure
from Hongkong.

Silk and Valuable and Tanned Cargoes for
Europe and London (under arrangement)
will be transhipped at Colombo into
the Mail Steamer proceeding direct to
London, and other Cargoes for
London, etc., will be conveyed via Bombay
on the "PERSIA," due in London on
the 15th August, 1913.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 7th July, 1913.

GLEN LINE (McGREGOR, GOW & Co.),
LIMITED.

FOR HAVRE, LONDON AND
ANTWERP.

THE Steamship

"GLENSTRAE,"
Captain Jas. McGillicuddy, will be despatched for
the above ports on SATURDAY, 19th July.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 15th July, 1913. [786]

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT THE MALABAR
COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "FATHAN," On or about 23rd July.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, 1st July, 1913. [840]

FOR SALE.

GAS COMPRESSOR with ELECTRIC
MOTOR and FITTINGS, will
increase ordinary lighting power by 25 per cent
without extra cost.

Apply—
MANAGER,
Hongkong Daily Press.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.

THE VOLUME, which consists of 461
pages, and includes a Sketch Plan
of historical interest showing the
disposition of the Forces at the battle of Kwaifu,
is dedicated to Sir ROBERT HANS,
G.O.M.C., and Dr. A. RENNIE.

Its description of Chinese Social
Customs and Superstitions combined
with the insight it gives into political
conditions in China, makes "Children
of Far Cathay" an excellent volume for
presentation to friends at home.

PRICE \$3.50

To be obtained from Messrs. KELLY &
WALSH, Ltd., Messrs. BARRETT & Co., or
from the Printers and Publishers, the
"Hongkong Daily Press" Office.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
SHANGHAI Friday, 18th July, D'light.
Kobe and Moji Thursday, 17th July, Noon.
SINGAPORE & SOERABAYA Saturday, 19th July, 2 P.M.
MANILA Saturday, 19th July, 2 P.M.
HAIWEI & CHEFOO Sunday, 20th July, D'light.
YUENSANG Saturday, 25th July, 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KURANG" and "KURANG" leave about every 3 weeks for
Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.
This service is supplemented by the "LAIRANG" and "KURANG" leaving Hongkong at regular
intervals for Yokohama, Kobe and returning thence direct to Hongkong. Time occupied
16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.
Taking Cargo on through Bills of Lading to Y'tze, Chefoo, T'ain, Dalny, W'wei, T'ian & N'chwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, 15th July, 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k,"
nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to Boat Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP	ELINTSHIRE	Brit. str.	—	C. H. S. Toogood, R.N.	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
LONDON, via USUAL PORTS OF CALL	CHINA	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	Jas. McGillicuddy	SHEWAN, TOMES & Co.	On 23rd inst.
HAVRE, LONDON & ANTWERP	GLORIOUS	Brit. str.	—	Diedrichsen	HAMBURG-AMERICA LINE	On 19th inst.
HAVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Brit. str.	—	Feldmann	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE, DUNKIRK & HAMBURG, &c.	EREMUDA	Brit. str.	—	Brant	MESSAGERIES MARITIMES	On 18th Aug.
MARSEILLES via SAIGON, S'PORE, COLOMBO, PORT SAID	ERNEST SIMONS	Brit. str.	—	J. Negane	NIPPON YUSEN KAISHA	On 29th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Brit. str.	—	Bahle	HAMBURG-AMERICA LINE	On 30th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	PREUSSIN	Brit. str.	—	Neumann	HAMBURG-AMERICA LINE	On 10th Aug.
MARSEILLES & HAMBURG, &c.	SAKONIA	Brit. str.	—	N. Kobayashi	HAMBURG-AMERICA LINE	On 18th Aug.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	MEXICO MARU	Brit. str.	—	Sato	OSAKA SHOSHEN KAISHA	On 23rd inst., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	DEN OF RUTHVEN	Brit. str.	—	Goff	JARDINE, MATHESON & Co., Ltd.	About 28th inst.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SANUKI MARU	Brit. str.	—	C. Maude	NIPPON YUSEN KAISHA	On 24th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	CHICAGO MARU	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 7th Aug., at 10 A.M.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON	P. E. FRIEDRICH	Brit. str.	—	—	MELCHERS & Co.	On 23rd inst., at 9 A.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	E. E. FERDINAND	Brit. str.	—	—	SANDER, WILBER & Co.	About 31st inst.
NEW YORK	ARAGONIA	Brit. str.	—	Enrik	DODWELL & Co., Ltd.	On 23rd inst.
NEW YORK	EMPEROR OF RUSSIA	Brit. str.	—	E. Beetham	HAMBURG-AMERICA LINE	On 1st Aug.
NEW YORK	BRISGATIA	Brit. str.	—	Ernst	CANADIAN PACIFIC R. CO.	On 25th inst.
NEW YORK	MONTEAGLE	Brit. str.	—	W. Davidson	CANADIAN PACIFIC R. CO.	On 30th Aug., at Noon.
NEW YORK	SIBERIA	Brit. str.	—	A. Needer	PACIFIC MAIL S.S. CO.	On 18th inst., at 1 P.M.
NEW YORK	CHINA	Brit. str.	—	W. W. Green	PACIFIC MAIL S.S. CO.	On 29th inst., at 3 P.M.
NEW YORK	CHIYO MARU	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
NEW YORK	TAIYUAN	Brit. str.	—	S. Tominaga	GIBB, LIVINGSTON & Co.	On 19th inst., at 11 A.M.
NEW YORK	ISABA MARU	Brit. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
NEW YORK	FRANK SIGISMUND	Brit. str.	—	—	MELCHERS & Co.	On 9th Aug., at 9 A.M.
NEW YORK	KIYO MARU	Brit. str.	—	—	TOTO KISEN KAISHA	On 5th Aug., at Noon.
NEW YORK	TELATAJAP	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
NEW YORK	VOGASERS	Brit. str.	—	—	SANDER, WILBER & Co.	About 31st inst.
NEW YORK	MIYASAKI MARU	Brit. str.	—	Soyeda	NIPPON YUSEN KAISHA	To-day, at Noon.
NEW YORK	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
NEW YORK	PRINZ SIGISMUND	Brit. str.	—	D. Lenz	MELCHERS & Co.	About 22nd inst.
NEW YORK	NIKKO MARU	Brit. str.	—	M. Togi	NIPPON YUSEN KAISHA	On 24th inst., at 11 A.M.
NEW YORK	SAIGON MARU	Brit. str.	—	T. Yamaguchi	OSAKA SHOSHEN KAISHA	On 22nd Aug., P.M.
NEW YORK	KUROHOW	Brit. str.	—	E. Fongthit	BUTTERFIELD & SWIRE	On 20th inst., at D'light
NEW YORK	KANSU	Brit. str.	—	Tuehben	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
NEW YORK	CHONGSHING	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at Noon.
NEW YORK	SHINTO MARU	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at D'light
NEW YORK	LUCHOW	Brit. str.	—	Ohkuma	NIPPON YUSEN KAISHA	To-day.
NEW YORK	ASSAYE	Brit. str.	—	J. Mestheral	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
NEW YORK	CHOYHANG	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	To-morrow, at 5 P.M.
NEW YORK	LENAN	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at D'light
NEW YORK	SILSIA	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 19th inst., at 11 A.M.
NEW YORK	KIRIN MARU	Brit. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 24th inst.
NEW YORK	THONGWA	Brit. str.	—	M. Deguchi	NIPPON YUSEN KAISHA	On 21st inst.
NEW YORK	PRINZESS ALICE	Brit. str.	—	M. J. Robins	DAVID SASSOON & Co., Ltd.	On 22nd inst., at 4 P.M.
NEW YORK	ANNU	Brit. str.	—	J. R. Harris	BUTTERFIELD & SWIRE	About 23rd inst.
NEW YORK	NANKIN	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	On 24th inst., at 4 P.M.
NEW YORK	BOREMI	Brit. str.	—	Barotge	MESSAGERIES MARITIMES	About 26th inst.
NEW YORK	TAIPANAS	Brit. str.	—	Y. Yamamoto	SANDER, WILBER & Co.	On 28th inst., at 7 A.M.
NEW YORK	KIJO MARU	Brit. str.	—	K. Tashira	OSAKA SHOSHEN KAISHA	On 1st Aug., at 6 A.M.
NEW YORK	SOSHU MARU	Brit. str.	—	M. Nagano	OSAKA SHOSHEN KAISHA	Quick despatch
NEW YORK	DAIJIN MARU	Brit. str.	—	J. W. Evans	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 A.M.
NEW YORK	HAIMUN	Brit. str.	—	J. S. Roach	DOUGLAS, LAURA & Co.	On 20th inst., at Noon.
NEW YORK	KATIAN	Brit. str.	—	A. E. Hodgins	DOUGLAS, LAURA & Co.	To-day, at 11 A.M.
NEW YORK	HAIRANG	Brit. str.	—	E. S. McMurray	DOUGLAS, LAURA & Co.	On 18th inst., at 11 A.M.
NEW YORK	ZAIRO	Brit. str.	—	W. G. G. Leask	SHEWAN, TOMES & Co.	On 22nd inst., at 11 A.M.
NEW YORK	CHONGHANG	Brit. str.	—	Finlayson	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 2 P.M.
NEW YORK	KHINUA	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
NEW YORK	YUENSANG	Brit. str.	—	J. Miller	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
NEW YORK	KUJI	Brit. str.	—	Christiansen	SHEWAN, TOMES & Co.	Quick despatch
NEW YORK	TUMAH	Brit. str.	—	M. Nemoto	JAVA-CHINA-JAPAN LINE	On 21st inst.
NEW YORK	KAWACHI MARU	Brit. str.	—	W. W. Tucker	NIPPON YUSEN KAISHA	On 30th inst., P.M.
NEW YORK	INDO MARU	Brit. str.	—	C. J. Matlock	OSAKA SHOSHEN KAISHA	To-morrow, at 4 P.M.
NEW YORK	ITOLA	Brit. str.	—	J. R. O. Sullivan	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
NEW YORK	CHONGHANG	Brit. str.	—	T. Sato	DAVID SASSOON & Co., Ltd.	On 25th inst.
NEW YORK	JULUNGA	Brit. str.	—	J. Koehler	NIPPON YUSEN KAISHA	On 23rd inst.
NEW YORK	TOSA MARU	Brit. str.	—	Sidford	MELCHERS & Co.	End of July.
NEW YORK	BORENO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst., at 3 A.M.
NEW YORK	KAIFONG	Brit. str.	—	—	—	—

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Leave	Arrive	Leave	Arrive	Leave	Arrive	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki
EMPEROR OF RUSSIA	18 July	20 July	22 July	24 July	2 Aug.	7 Aug.	14 Aug.	2 June	27 June	—	—	—	—	—	EMPEROR OF INDIA	2 July	16 July	17 July	19 July
EMPEROR OF INDIA	30 July	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	—	—	—	—	—	—	—	MONTEAGLE	23 July	8 Aug.	11 Aug.	13 Aug.
EMPEROR OF ASIA	15 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	8 July	25 July	—	—	—	—	—	EMPEROR OF JAPAN	30 July	13 Aug.	14 Aug.	16 Aug.
EMPEROR OF JAPAN	27 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	Aug.	8 Aug.	—	—	—	—	—	EMPEROR OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.
MONTEAGLE	30 Aug.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	5 Aug.	22 Aug.	—	—	—	—	—	EMPEROR OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.
EMPEROR OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	19 Aug.	5 Sept.	—	—	—	—	—	EMPEROR OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.

PASSAGE RATES HONGKONG TO LONDON.

STEAMERS	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	£71.10	£71.10
EMPEROR OF ASIA	£65	£67
EMPEROR OF INDIA	£65	£67
EMPEROR OF JAPAN	£65	£67
MONTEAGLE	£43	£45

SPECIAL FIRST CLASS RATES. Missionaries, etc. Particulars on application. Connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE. Passengers may proceed by Rail to Ports of Call in Japan if so desired.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the fastest, fastest and most luxurious on the Pacific.

SPECIAL OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND".

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Padder Street and Praya.

SHIPPING

ARRIVALS.

ALTMAR, German str., 4,000, Knaisel, 14th July—Shanghai 11th July, General—Hamburg-America Line.
BORNEO, German str., 1,294, Koehler, 15th July—Sandakan 10th July, Thuber and General—Melchers & Co.
CROYSANG, British str., 1,124, M. Courney, 15th July—Swatow 14th July, General—Jardine, Matheson & Co.
HURST, British str., 2,097, Moody, 14th July—Philadelphia 14th May, Case Oil—Standard Oil Co.
KATHE, German str., 1,209, H. Frandsen, 14th July—Guangzhou 10th June, Bal last—Chinese.
KATO MARU, Japanese str., 2,000, Minato, 14th July—Moji 9th July, Coal—Mitsui Bussan Kaisha.
KORBER, Austrian str., 3,136, C. Zawara, 15th July—Shanghai 12th July, General—Sander, Wilek & Co.
LOONGSANG, British str., 1,095, G. W. W. Leask, 15th July—Manila 12th July, General—Jardine, Matheson & Co.
MISUMI MARU, Japanese str., 1,005, Uchikoshi, 14th July—Kwang Yen 12th July, Stone—A. Bure & Co.
SIGNAL, German str., 907, P. E. Christensen, 15th July—Touane 12th July, Salt and General—Jobson & Co.
TAIVAN, British str., 2,300, W. B. Brown, 15th July—Melbourne 12th June, General—Butterfield & Swire.
MIYAZAKI MARU, Japanese str., 8,500, K. Soyeda, 14th July—London 7th June, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
July 15th.
ALTMAR, German str., for Hamburg.
INDIANAMA, British str., for New York.
KACHIDATE MARU, Jap. str., for Wmatsu.
MIYAZAKI MARU, Jap. str., for Yokohama.
TASHIN, Chinese str., for Shanghai.
TOOSHU, Chinese str., for Fanny Bay.
QUARTZ, German str., for Saigon.

DEPARTURES.

July 15th.
ATLANTIC, French str., for Saigon.
CALCHAS, British str., for Shanghai.
C. DIEDERICHSEN, Ger. str., for H'phong.
GLENNALLOCH, British str., for Amoy.
HAICHING, British str., for Swatow.
HAKATA MARU, Japanese str., for S'pore.
HURST, British str., for Dalny.
KORBER, Austrian str., for Singapore.
LAIRANG, British str., for Singapore.
LENXON, British str., for Yokohama.
NINGPO, British str., for Saigon.
RAJABURI, German str., for Bangkok.
TEAN, British str., for Manila.
YOKOHAMA MARU, Jap. str., for Victoria.

PASSENGERS.

ARRIVED.
Per Taiguan, from Melbourne, etc., Mr. S. Cameron, Mr. Wm. Fell, Miss Harder, Miss Elbe, Miss Phillips, Mrs. Nagat, Mr. Poole, Mr. Gooda, Miss F. N. Morris, Mr. W. Pittam, Mr. J. Bedall, Mr. Schuler, Mr. J. Cokely, Mr. A. Groves, Mr. Atkinson, Mr. J. Laison and Mr. Finlayson.
Per Kaga Maru, for London, etc., Mr. M. Hirai, Mr. M. Nomura, Mrs. I. Mizuno, Mr. C. Senoie, Mr. C. Bunje, Mr. and Mrs. W. P. M. Elphinstone, Rev. A. J. McFarlane, Mr. and Mrs. C. S. Wallace, Mr. A. Polinsky, Mr. W. Koeler, Mr. S. Imai, Mrs. A. Ozawa, Mr. S. Terada, Mr. and Mrs. P. K. Bowden, Miss J. Stuart, Mr. J. Sonoda, Com. Chakraya, Lt. Khondhal, Mr. T. Sakai, Mr. and Mrs. Booth, and children, Messrs. B. Hirahara, Y. Makuta, S. Suzuki, Y. Ohta, T. Yasuda, S. Asakura, T. Kikuchi, Kawamura, J. Sani, and Hayashi.
Per Cullenz, for Australia, etc., Mr. and Mrs. Chas. McDowell, Mr. E. Schumann, Mr. R. H. Smith, Mr. W. T. R. Hanson, Mr. R. Toomey, Mr. W. T. Strawn, Sister E. Tinker, Mr. and Mrs. G. A. Schmid, Mr. and Mrs. C. Spinnler, Mr. Berger, Mr. B. and Mrs. Liegung, Mr. Russell, Mr. E. Humphreys

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TOVICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.PROPOSED SAILINGS.
From HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.
From COLOMBO: 16th August.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.**BRITISH INDIA S. N. CO., LTD.****A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched
to SHANGHAI, KOBE and MOJI on 22nd July, at 4 P.M.
S.S. "TORILLA," 5,295 tons, Capt. C. J. Swanson, will be despatched
to KOBE & MOJI (Yokohama if sufficient indentment offers) on 26th July.**WESTWARD.**S.S. "JELUNGA," 5,206 tons, Captain J. H. O. Sullivan, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 26th July.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
as above on 2nd August.The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSON & CO., LTD.,

Hongkong, 16th July, 1913.

Agents

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY,	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons.	SPEED.	Pacific) through Service via
CHINA 10,200 tons.		NEW YORK to Europe.
PERSIA 9,000 tons.		

SOME FEATURES OF SERVICE.Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.The Cost: is not more by this route with its unrivalled opportunities
the cost is but £120. Including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

Steamers	Tons	Starting
SIBERIA	18,000	FRIDAY, 18th July, at 1 P.M.
CHINA	10,200	TUESDAY, 24th July, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug., at 3 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.
Passengers holding through tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.**HONGKONG-MANILA SERVICE.**

From HONGKONG.	Arrive Manila.	Leave Manila.	From Manila.	Due Hongkong.
29th July ... CHINA ... 31st July.	19th July ... CHINA ... 21st July.			
15th Aug. ... NILE ... 18th Aug.	25th July ... MANCHURIA ... 27th July.			
15th Sept. ... PERSIA ... 15th Sept.	6th Aug. ... NILE ... 8th Aug.			
14th Oct. ... CHINA ... 16th Oct.	14th Aug. ... MONGOLIA ... 16th Aug.			
23rd Oct. ... NILE ... 30th Oct.	2nd Sept. ... PERSIA ... 4th Sept.			

LET US PLAN AN ITINERARY FOR YOU.King's Building (opposite Blake Pier). Telephone No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL

SHANGHAI, KOBE and CHINA ... On 28th July, at 7 A.M.
YOKOHAMA ... Capt. Barotze ... On 29th July, at 1 P.M.
MARSEILLES VIA PORTS ... Capt. Brunot ... On 29th July, at 1 P.M.TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseilles.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
WEDNESDAY, 16th JULY, 1913.	WEDNESDAY, 16th JULY, 1913.
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."
THURSDAY, 17th JULY, 1913.	THURSDAY, 17th JULY, 1913.
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776 Night steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sunday at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.
SUNDAY, 20th JULY, 1913.
The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI-SANG," 157 tons.
Departures from Macao to Canton on Monday Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "RAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can turn to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANDU." These vessels have superior Cabin accommodation and are lighted throughout electrically. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

**SAN FRANCISCO
SCENIC ROUTE
TOYO ISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.**New Triple Screw Turbine—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.S.S. NIPPON MARU ... 1,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 1,000 tons. (INTERMEDIATE).HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper contain World's happenings by wireless.**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**The T.P. line connects at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways Chicago via Salt Lake City and Denver
WITHOUT CHANGE.Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Dots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Festive River Canyon—and the Royal Palace of Colorado.
Convenient connections at Chicago with lines for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 626.O. LAO GODRICH,
GENERAL ORIENTAL AGENT.
75, MAIN STREET, YOKOHAMA and KING'S BUILDING, HONGKONG, 157**AUSTRIAN LLOYD.**(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SOEZ and PORT SAID.Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor
Stewardess, Laundry, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice) 50 1st, 25 2nd, 15 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SOEZ and PORT SAID.S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surtax. Dishes, Portwines, Wireless Telegraphy.RAILWAY FARES: Trieste-London. BY SEAPLANE EXPRESS:
Via Venice, Milan, Simplicon, Lugano, Fribourg, Calais or Boulogne, Class I £28.15, II £26.15,
BY ST. OTHAR EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Fribourg, Calais or Boulogne, Class I £28.15, II £26.15,
BY SEAPLANE EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, over, Class I £28.15, II £26.15,
BY TUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.10.TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons will leave as above on 1st August, at 6 A.M.FARES: Hongkong-Shanghai 1st, 24 2nd, 12 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.
Cargo taken at through rates to all ports in India, Levant, Black Sea & Danube, also North & South
America.SANDER, WIELER & Co., Agent.
Hongkong, 3rd July, 1913. Prince's Building.**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO A
DECLARATION).

DESTINATION	NAME	TONS

For Freight and Further Particulars apply to
ARTHUR NILSEN & CO.,
YORK BUILDING**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID ...	ATSUTA MARU Capt. J. Nagano.	16,000	WEDNESDAY, 30th July, at Daylight
VICTORIA, B.C., and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA ...	SANUKI MARU Capt. Sato.	12,500	TUESDAY, 29th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	INABA MARU Capt. S. Tomimaga.	12,500	WEDNESDAY, 30th July, at Noon.
	NIKKO MARU Capt. M. Yagi.	9,600	WEDNESDAY, 27th Aug., at Noon.
CALCUTTA via SINGAPORE PENANG & RANGOON ...	TOSA MARU Capt. T. Sato.	12,500	SATURDAY, 25th July.
BOMBAY via SINGAPORE, and COLOMBO ...	KAWACHI MARU Capt. Christensen.	12,500	MONDAY, 31st July.
KOBE and YOKOHAMA ...	MIYASAKI MARU Capt. Soyoda.	16,000	WEDNESDAY, 16th July, at Noon.
SHANGHAI, KOBE and YOKO- HAMA ...	KIRIN MARU Capt. M. Deguchi.	6,000	MONDAY, 31st July.
NAGASAKI, KOBE and YOKOHAMA ...	NIKKO MARU Capt. M. Yagi.	9,600	WEDNESDAY, 30th July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA ...	SHINYO MARU Capt. Ohkuma.	12,500	WEDNESDAY, 16th July.

REDUCED SUMMER RATESBETWEEN
HONGKONG AND JAPAN PORTS.SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
Telephone Nos. 292 and 1241.**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDONTAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALOA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ABOARDIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANE	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	MOOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.FARES TO LONDON.
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDONCARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES;
2nd SALOON SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 3	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON.
1st SALOON £55.10 SINGLE, £82.10 RETURN.
2nd " £35.10 " £57.4All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy
For further Particulars, apply to—E. A. HEWETT,
SUPERINTENDENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

TO SAIL	REMARKS
SHANGHAI ... ASSAYE ... Capt. G. J. Caldwell ... 5 P.M. 17th July. } Freight and Passage.	
LONDON VIA USUAL PORTS ... CHINA ... Capt. C. H. S. Toque, R.N.R. ... Noon. 19th July. } See Special of Call Advertisement.	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES ... SARDINIA ... Capt. G. Manley ... About 23rd July. } Freight and Passage.	
SHANGHAI, MOJI, KOBE, NANKIN ... ANHUI ... Capt. Owen Jones, R.N.R. ... About 26th July. } Freight and Passage.	

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

TO SAIL	REMARKS
TIENSIN ... "HUICHOW" ... On 17th July, Noon.	
TSINGTAU, CHEFOO & NEWCHANG ... "KANSHU" ... On 17th July, 4 P.M.	
SHANGHAI ... "LUCHOW" ... On 17th July, 4 P.M.	
SHANGHAI ... "LINAN" ... On 17th July, 4 P.M.	
WEIHAIWEI & TIENSIN ... "KUEICHOW" ... On 20th July, 11 P.M.	
GAIPHONG ... "KAIPHONG" ... On 20th July, 9 A.M.	
MANILA, CEBU and LOILO ... "CHINHUA" ... On 22nd July, 4 P.M.	
SHANGHAI ... "ANHUI" ... On 24th July, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHINAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.H.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS

Hongkong, 15th July, 1913. TELEPHONE 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 28th July.	On 18th July, 11 A.M.
EMPIRE	On 31st July.	On 16th Aug., 11 A.M.
ALDENHAM	On 31st July.	On 16th Aug., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA	20th July.
S.S. BRISGAVIA	24th July.
S.S. BELGRAVIA	30th July.
S.S. SCANDIA	14th Aug.
S.S. SENEGAMBIA	26th Aug.
S.S. UCKENMARK	28th Aug.
S.S. LIBERIA	11th Sept.
S.S. ARABIA	23rd Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th July, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Bosch ...	FRIDAY, 18th July, at 11 A.M.
"HAIYAN"	Capt. A. E. Hodgins ...	TUESDAY, 22nd July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans ...	WEDNESDAY, 16th July, at 11 A.M.
"HAIMUN"	Capt. J. W. Evans ...	SUNDAY, 20th July, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th July, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene ...	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens ...	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent ...	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo ...	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith ...	THURSDAY, 25th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200 ...	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500 ...	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"MEXICO MARU"	N. Kobayashi ...	WEDNESDAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto ...	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori ...	WEDNESDAY, 20th Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada ...	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kanoo ...	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saio ...	THURSDAY, 2nd Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	M. Nemoto ...	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto ...	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU"	H. Yamamoto ...	MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU"	T. Yamaguchi ...	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	M. Nemoto ...	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto ...	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

"KAIJO MARU"	Y. Yamamoto ...	WEDNESDAY, 16th July, at 2 P.M.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DALIEN MARU"	M. Nagan ...	SUNDAY, 30th July, at Noon.
"DAIGI MARU"	S. Tokushige ...	SUNDAY, 27th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU"	K. Tachiro ...	WEDNESDAY, 23rd July, at 10 A.M.
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FOR CANTON.

"SOSHU MARU"	K. Tachiro ...	FRIDAY, 18th July.
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These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

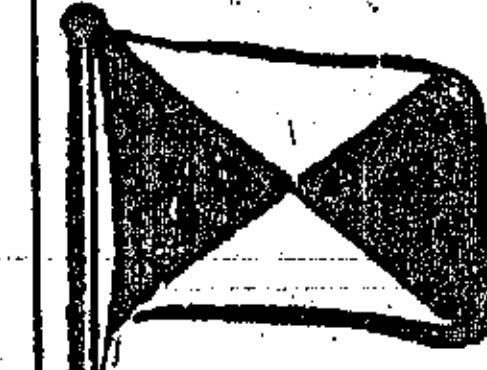
For FURTHER INFORMATION, apply to

Z KAMIYA,

MANAGER

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Second Floor, No. 1, Queen's Building.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 16th July, 4 P.M.
RUBI	4000	J. Miles ...	Manila, Mangarin, Iloilo and Cebu	On 26th July, 4 P.M.

Electric Light, Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th July, 1913.

PHILIPPINES S.S. Co.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 31' 6".
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT of EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJNREGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU ...	JAVA	First half of July.	JAVA	Second half of July.
TJIPANAS ...	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIBODAS ...	SHANGHAI	Second half of July.	JAVA	Second half of July.
TJIKINI ...	JAVA	First half of August.	SHANGHAI	First half of August.
TJIMANOEK ...	JAPAN	First half of August.	JAVA	First half of August.
TJIPAROM ...	JAVA	First half of August.	JAVA	Second half of August.
TJILATJAP ...	JAVA	Second half of August.	JAPAN	Second half of August.
TJILWONG ...				

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 12th July, 1913.

Telephone No. 375.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	18th July.
"CHANGSHA"	20th August.	25th August.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 14th July, 1913.

TELEPHONE No. 36.

AGENTS. [649]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR STRAITS, TONKIN, TO SAIL.

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"PRINZ EITEL FRIEDRICH" ...	Wed. day, 23rd July, at 9 A.M.
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SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ...	"PRINZESS ALICE" ...	About Wed. day, 23rd July.
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MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND" ...	Saturday, 9th Aug., at 9 A.M.
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KOBE and YOKOHAMA ...	"PRINZ SIGISMUND" ...	About Tuesday, 22nd July.
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JESSELTON, KUDAT and SANDAKAN ...	"BOHNHO" ...	About End of July.
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All the Steamers of this European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th July, 1913.

